

Leylines 66

Canberra and Districts Leyland P76 Club Newsletter May 2008

Next Meeting:
Tuesday 13 May
Weston Creek Labor Club
From 7.30pm

Guess who's got another P76?
Photo: Alex



Presidential Pearls



Last month's issue was another bumper edition of Leylines, just as our meeting that are well attended of late.

As the cold weather approaches day trips may be few and far between, so if you have an idea for a drive out and about, bring it up at the next meeting. Perhaps we could go for a drive to Goulburn for lunch and catch up with our newest member, Samuel Johns?

I also sold Damien Pierce some more bits for his Targa, with \$20 of the proceeds going to club membership as his has lapsed, So membership is on the up and up, seasonally adjusted.

See you on Tuesday.

Alex

Editor's Note

El Presidente clearly can't help himself, as you will see in the following pages. He is a true 'P-nut'. It will be interesting to see what Alex decides to do with his new toy.

In a recent Westwords, I came across a reproduction of a brochure for a new book on the P76. It's by Gavin Farmer, who wrote the excellent article on the 'P' for Automobile Quarterly a few years back. I emailed Gavin to get copies of the flyer. He tells me that the book is due out in September and will be almost 300 pages. At the moment he is taking orders. I've reproduced the flyer on pages 6 and 7 of this newsletter. I've come across Gavin's work previously in several places on a variety of cars and it's always well-researched and written. The book on the P76 should be worth waiting for.

Alex's idea of a run to Goulburn to meet Sam and have a lunch sounds good. An ideal day for it would be Sunday 18 May, which is the National Motoring Heritage Day. What does everyone think? Last year we drove to Wee Jasper, so maybe something a little less ambitious would be appealing this year.

My own Targa has only ventured out a couple of times this month to charge the battery. Sometimes the limitations of Historic registration are a little frustrating. Speaking of registration, mine is now up for renewal, so I need one of those forms to satisfy Motor Reg. *Are you coming to the next meeting, Geoff?*

Looking forward to catching up with you all on Tuesday.

Col

Self Control...

Some people are beyond help. I have resisted the temptation to buy any more P76s for at least 2 or 3 years now.

Over the last few months there has been a P76 for sale on All Classifieds. It was described as a low kilometre 117,000ks original car, a Deluxe V8 Auto 6 seater. However for sale without an engine or gearbox. The original price asked was \$1000. Even though it was only 5 minutes drive away, I exhibited gargantuan self-control and resisted all temptation to go and look at it.

Then a few weeks later when the price was a more realistic \$400, I could resist no more and phoned the number in the ad and went to look at it that afternoon.

The car was purchased from Kempsey last year and the new owner drove it for several months, until the rego expired, and decided he preferred his old Rover 3500. So he extracted the engine and auto trans to put into the 3500 and put the rolling shell up for sale.



What I saw when I went to look was a very tidy car with good paint, a large dent in the drivers front guard, and a small amount of rust near the fuel filler and bottom edge of passenger's front door. And that's about it. On the plus side it had a brand new laminated windscreen, 4 near new tyres, 2 perfect bumper bars and the all-important Force 7 steering wheel.



I had seen enough, it was worth the asking price for the windscreen and bumpers alone. So I tried not to look too interested. I checked for rust near the battery tray and the lower front guards. None was found so I tried to haggle, after a brief "How little can I give you and still take it away?" followed with a bit of "Well, how much do you think its worth?" and I found myself counting out \$50 notes and organising a time to collect it.



Once I got it home I had a better look. Most of the paint was in very good condition, just a few miscoloured touch ups on some carpark dents. The interior was also in excellent repair, the seats, door trims and headlining were all as new, and even the rubber floor mat was quite presentable.

So I took my Exec out to a friend's place at Yass to sit in his garage for a few months whilst I decide what to do with

the Deluxe. I thought about wrecking it for rust repair panels simply to aggravate Motor Gnome, but alas it is far too good for that.

As an unexpected bonus, my Ford mate who is looking after the Peel Me a Grape car has taken it upon himself to rebuild the Holley carb fitted to it. Apparently it was filthy and had the wrong power valve in it. I am a bit of an 'if it ain't broke don't fix it' type person when it comes to carbies. This horrified him so now it has had a kit put through it, and changed the oil and filter.

Apparently Z86 filters are dear as poison from Repco (as is everything else at Repco). I didn't have the heart to tell him the oil and filter were less than 1000ks old, and as we all know, much cheaper when purchased from Motor Spares in Mitchell and Fyshwick.

He was astounded to find how smoothly the P76 starts and idles, even from cold. Far better than any carby car he has ever owned. The P76 with electronic ignition and a Holley is certainly a nice car to drive.





Leylines has Religious Significance...

Paul found this fascinating piece in Suzie Quattro's biography.

Some time in the eighties I went on a TV show hosted by comedian extraordinaire, ex-Goon Michael Bentine. Now Michael was a well-documented 'spiritual' man. In his autobiography he tells how his son appeared to him at the bottom of the garden before he received the news of his death. He also spent many years studying ley lines – invisible lines connecting points of religious significance in the landscape – in Peru. I found these stories riveting, and the man himself fascinating. We got talking about departed spirits, and when I told him my 'black magic' tale from Kansas he explained it to me in a way I could totally understand. There are many 'lost' souls floating around who can't find the light. They can be mischievous and sometimes dangerous, and yes, my friends and I had called them to us. Michael also confirmed my suspicions that I was a natural channel, something I had known since I was a young child. I told him that sometimes it felt like Grand Central Station up in my head. He also warned me, as the Bible does, not to dabble

Leyland P76

anything but average

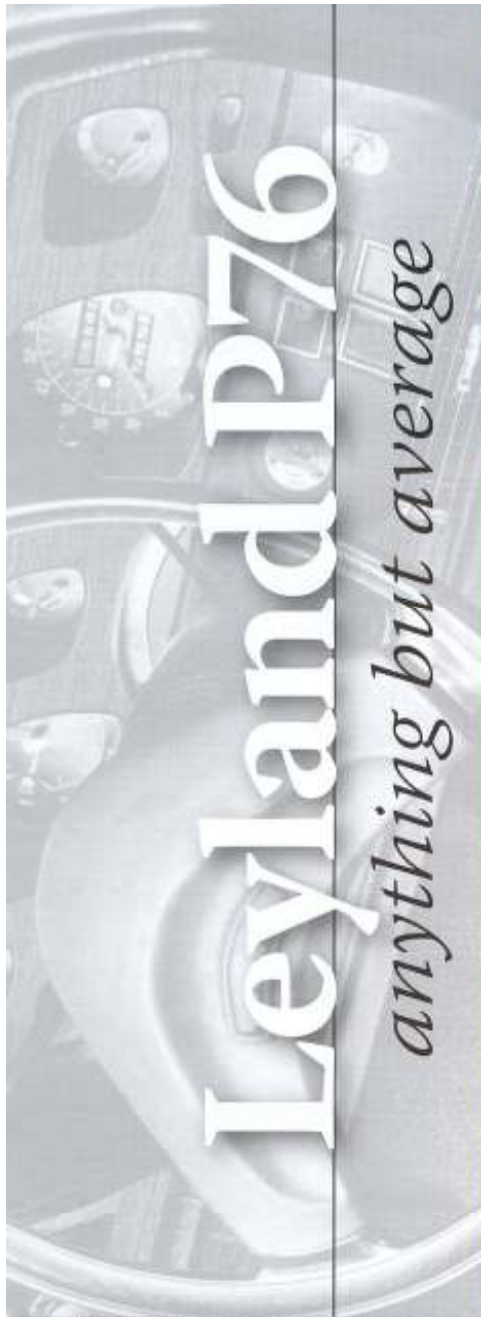


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Some Miscellaneous Technical Bits

Brakes

From the P76 Website <http://leylandp76.com>

Please note an error in the Leyland workshop manual Braking system R21 there is a caution note. I have found that the nut does not have a scribe mark around it to be the Left side not the right side as the book indicates.

Email written by Adrian

Last weekend I needed to rebuild my drum brakes on the back of my P76. I found reading the book that I needed to make sure I had matched up the rear brake adjusting nut/bolt correctly other wise the Handbrake mechanism would undo the brakes.

If you follow the information in the Leyland manual you will be setting it up incorrectly. They say the nut either has a scribe ring around it or it does not. The Gregory's manual is a little better. The text information is quite difficult to follow.

The brakes on the car had been played with, before I bought the car and I needed find replacement bits to have them working before I could go back on the road. After fitting as indicated by the BIBLE (Leyland manual) I checked out the mechanism functionality only to find it was undoing.

I consulted with Neville, where he verified the mistake by visually inspecting another setup. So please be careful when putting the brake pieces back. You will also going to take your brake shoes to a specialist for re bonding as they are unable to be purchased over the counter in some auto stores.

Reply from Geoff

Read your email and would like to know if the manual is incorrect in regards the rings as described ie no grooves indicate RH one groove LH. I have only found my cars adjusting nuts are stamped R and L as described also I have normally done one side at a time thus avoiding having problems. I would like to mention that I have found the adjusting lever part 3 sometimes does not mesh properly to the adjuster component part 4A and I have reset the lever and lightly filed the serrations on the adjuster to give a more positive action as they become worn over the years . Saves buying parts.

Cheers
Geoff

Reply to Geoff

Hi Geoff

The manual that I have is wrong. My manual is Part # TP854. I could not find a R or L on the nuts. Thanks for the tips, and I will add this to the web site as well.

Cheers

Adrian

Brake linings for P76

Needing spares? Then Hal has some information

They are E1164SA linings and fit Austin 1800/Tasman, some Falcons, and all brake outlets will be able to supply.

Hal

'tic toc tach'

From Damo

Check these out!

The Mopar 'tic toc tach ' used in 68 and 69 Dodge Chargers. (I reckon this would fit a P76.)



And naturally...

a Camaro tic toc tach (not as cool looking)

I don't know if she was joking, but golfers will understand

One Saturday morning, I got up early, dressed, quietly slipped into the garage to put my golf clubs into the trunk, and proceeded to back out into a torrential downpour. There was snow mixed with rain, and the wind was howling at about 50 mph. I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. There I cuddled up to my wife Ida's back, now with a different anticipation, and whispered, "The weather out there is terrible."

Ida, my loving wife of over 30 years replied, "I know. Can you believe my stupid husband is out there golfing in that stuff?"

Best Friends

A dog is truly a man's best friend.

If you don't believe it, just try this experiment.

Put your dog and your wife in the boot of the P76 for an hour.

When you open the boot, who is really happy to see you!?

Damo

Contact the Canberra and Districts Leyland P76 Club

Mailing address:

PO Box 6306
Kingston ACT 2604

Online address:

Yahoo group: <http://autos.groups.yahoo.com/group/p76act>

Club Office Holders:

President	Alex Shoobridge	Ph 02 6293 9373
Vice Pres & Registrar	Geoff Thomas	Ph 02 6262 4006
Treasurer	Bryce French	Ph 02 6254 5062
Secretary	Paul Hanley	Ph 02 6231 2748
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